

Native Americanism—Foreign Influence—The New Hobby Horse of Federalism.

Federalism vanquished under its last, alias, of whigism—finding out that it is no go under that garb, having worn it so thread bare, that a child could see through it at last—is now fetching about like the detected culprit, for another new, and if possible, a more plausible one than the last. They, (the whigs, that were) it seems, have already pitched upon a new name, and pitched into a new hobby horse, by which they think they will be able to ride into power in '48, notwithstanding the signal and merited rebuke they have just received at the hands of the people in '44; as this seems to be the next move of Federalism on the political chess-board, and as it (Native Americanism) seems to be the new issue, by the engrafting of which into, and amalgamation of which, with the old ones of Bank, Tariff, &c., they hope and expect to make them palatable enough to go down with the American people, we will thus early devote a few moments to the discussion of the present naturalization laws, and to the changes which the whigs or the native Americans propose to introduce into those laws. We do not intend to go into a minute detail or examination of the various acts which our Federal Congress has passed from time to time on this subject. We will merely give the requisitions of the law as they now exist.

In the first place then, suppose a German or an Irishman were to emigrate to the United States at the age, say of 25, five long years must elapse before he can become a citizen of the Union. During these five years, by the policy of our laws, he is in a state of probation. He has, sometime during these five years, at least two years before the expiration of that period, to come into open Court—it must be a Court of Record too—and there file on oath, a written declaration of his intention to become a citizen of the United States, together with a solemn renunciation of all allegiance to the Governmental authorities of his native land. Two years from the date of this declaration, he again comes into open Court, and his attorney makes a motion for his admission to take what is called the final oath. When this motion is made, any citizen has a right to object and shew cause why he ought not to be permitted to take the oath and qualify. The applicant is also required to bring into Court, some credible citizen of the United States, who will take an oath that he has known him for the last five years—that during all that time he has conducted himself in a moral and upright manner—that he is well affected towards the laws and institutions of the United States. He is then, at the termination of five years—after having complied with the requisitions of the act of Congress, and after proving his good moral character during all that time—he is then, we say, and not before, permitted to participate in the rights and immunities of a citizen of the United States. The only question then is, is he or is he not after all this, such a man as the blessings of freedom and self-government can be safely entrusted to? For our own part, we think he is; and we mistake much, if most of our readers are not of the same opinion.

The Federalists however—alias the Native Americans, think and say, that he should continue a foreigner for 21 years. That is, that a man who comes from any other country in the world must live here, suppose he arrives at the age of 21, until he is 42 years old before he can have any share in the rights and privileges of a citizen.

Our readers can't but be aware that we are daily lauding ourselves to the skies—and justly too—as the only people on the face of the earth, who afford to the down-trodden of all other lands, a home and an asylum—that we hold out to the whole world that this fair land of ours affords a home—a retreat for all those in other lands who desire to flee from the grinding oppressions of tyranny—that the mantle of freedom is broad and wide enough to embrace them all. This for more than half a century past has been our boast and our pride; and is it come to this then? Are the people of the United States prepared, and willing to say, that such shall no longer be the case?

Should the modern *alien law* party gain the ascendancy, (which we do not for a moment believe) how can we expect the industrious and the intelligent portion of the citizens of other countries, to come amongst us and assist in turning our western wilds into a smiling and cultivated garden, if we tell them through the statute book, that they must first toil on, and toil on through the whole course of a lifetime almost, before they can have any share in the civil privileges which that Government holds out, for whose aggrandizement they have been toiling and working so long. When we were in our very infancy, as a free and independent country, the laws now in existence were found amply sufficient, and were thought stringent enough to protect us from any undue foreign influence. Now forsooth that we have grown up to the estate of manhood, and our institutions have acquired a permanence and stability, Federalism becomes all of a sudden alarmed and shocked to boot, at the influence which foreigners exercise in the United States.

Well all we can say, is, let Federalism make up the issue on this point—we fear it not, we know the good sense of the people.

ministration of Adams, will decide the matter properly—with them, we will let it rest.

Senate of North Carolina.

The Governor's message, which will be found spread at length in the columns of to-day's Journal, will prevent us by reason, of the space it occupies, from giving anything more than a mere abstract, (which will be found in another column) of the proceedings of the Legislature. Indeed, owing to the circumstance, that up to Friday last, the Senate has been ineffectually engaged in attempts to organize—little of importance has been yet done by that body. It will be remembered that the Legislature met on Monday, the 19th inst. Well, during the first four days of its session, the Senate was unable to organize. For four days, six or seven hundred dollars of the people's money was spent per day, for no purpose—was literally thrown away. The only question is; which of the two parties in the Senate, is responsible to the people of the State for this needless and lavish waste of the public funds. We think—and we think facts will bear us out too—that the Whig members of the Senate are alone responsible—are alone culpable. On Monday, the Senate met, and after the oath was administered to the members, of course the next thing in order to be done by that body, was to proceed to organize, by the election of a presiding officer. But before we proceed, let us see how parties then stood on the floor of the Senate Chamber. Thus: 25 Democrats to 24 Whigs. Well of course, reader, you would say, here can be no difficulty: the majority as in all similar cases, will proceed to elect its Speaker & the Senate can proceed to business forthwith. You are mistaken, as the sequel will shew. Mr. Wilson, of Edgecombe, the able and dignified Speaker of the last Senate, was put in nomination by the Democratic party.—The Whigs nominated Col. Joyner, of Halifax. A balloting took place. No election was the result. Mr. Wilson would not vote for himself, and Col. Joyner, cast his vote for Gen. Dockery, thus preventing Mr. Wilson from getting a majority.—Balloting after balloting was gone into during Monday, Tuesday, Wednesday and Thursday, all resulting the same way, and from the same cause. Now we want to ask Col. Joyner why he didn't follow the example of Mr. Wilson, and vote for no one, when he was in nomination? Why did Col. Joyner—or rather, why did the Whig party which was in the minority, continue thus obstinate and thereby cause the unnecessary and wasteful expenditure of hundreds and hundreds of Dollars of the Public funds? Ah, but say the Raleigh Whig papers, the Democrats should have given up. In the name of Heaven, why? because they were in the majority? But Mr. Shepard was daily expected, and then the parties would be tied. Indeed! and suppose Mr. Shepard couldn't reach Raleigh for 20 or 30 days, must the minority, through its factiousness, keep the public business standing still on that account? We hope our readers will keep in mind the course pursued by the Whig minority in the Senate, at the very commencement of the Session.

LEGISLATURE OF NORTH CAROLINA.
As we observe in another column, we have only space to give a mere abstract of the Legislative news.

HOUSE OF COMMONS.

Edward Stanly, Fed., is elected Speaker;—Charles Manly, Fed., Principal Clerk over the able Clerk of last Session, Gen. Marsteller, Democrat; James R. Dodge, of Surry, Fed., assistant Clerk; Sam'l Finch, Fed., elected to the office of principal Door Keeper; Wm. R. Lovell, Fed., as his assistant.

SENATE.

On Friday, this body organized by the election of Col. Gaither, Fed., to the Speaker's Chair, and Thos. G. Stone, as Chief Clerk, and Perrin Busbee, as Clerk Assistant; both Democrats. James Page was elected Principal Door Keeper, and Patrick McGowan Assistant Door Keeper, both also Democrats.

We shall devote a large portion of our next number to Legislative intelligence.

Presidential Election.

We think it scarcely worth while to give any more returns at present, as all is O. K., until we shall have heard fully from the remaining States.—Perhaps we may do so by our next.

TENNESSEE.—This State is still in a fog. The last Globe seems to think it has gone for Clay, but thinks it will not be ascertained with any certainty until the official returns appear. It is certainly the closest election which the history of our country exhibits. There will be upwards of one hundred thousand votes polled, and from the best information we can gather, the majority for either party won't be more than 50 votes, if that many.

The Three best Jokes of the Season.

No. 1. That of the "Chronicle" saying that it was through "sheer inadvertence," that the names of Clay and Frelinghuysen were left out of the Whig Electoral ticket, at the recent election. Inadvertence! oh! my country!

No. 2. Singing of that "Nice Young Man," on the "boards" of our Theatre.

No. 3. Grandiloquence and eccentricity of that elegant and "truly" sprightly communication of "Publicola" on the subject of the Drama in the last "Chronicle."

MORE DESPERATION.

And last summer, an Irish Priest was sent off from Raleigh to circulate in the West, Senator Haywood's precious "Plain thoughts for the West."

We clip the above from the Washington North State Whig. The whole of the article of which it is an extract, is a mere effusion of a feverish, sickly, and excited mind—a mind that is writhing under the first effects of defeat. The general sweeping, and at the same time unfounded, charges which it makes against the Democratic party, are so utterly without foundation, and so glaringly ridiculous, that the only persons or party whom they could possibly injure, would be the veracious writer himself, and his own—the Federal party. We, therefore, would not have tho't worth while to notice it, but that our attention was called by a friend to that portion of it which we have quoted, "that last summer an Irish Priest was sent from Raleigh, to circulate in the West, Senator Haywood's precious 'plain thoughts for the West.'"

This, we are authorized to say, is about as near to the truth as the blackness of midnight is to the effulgence of noon-day. The "Irish Priest" to whom we suppose the Whig alludes, is the Rev. Mr. McGowan, whose character so far as we can learn, stands high, both as a gentleman and a Christian. We understand that he has never meddled with politics in any way: certainly that he was "sent from Raleigh, &c.," as charged by the Whig, is either an untruth or a mistake on the part of that paper—we hope it is the latter, although that would be unwarrantable.—Where did the Whig get its information? Will it have the fairness and liberality to come out and make the Democratic party and Mr. McGowan, the *amende honorable*? We shall see.

Clarendon Horse Guards.

Officers—Capt. James McRee; Lieutenants, Howard and Bradley; Cornet, W. Flanner.

The first parade of this beautiful Volunteer Cavalry Company took place on Saturday last. We had the pleasure of witnessing the turn out of the Guards, and must confess, that we were agreeably disappointed in every thing we saw. Their dress, we had supposed, would be neat, but we were by no means prepared for seeing one of the most tasteful costumes in which we have ever seen a military Company equipped. As yet, the privates are not armed, but will be, we learn, in a week or two. The dress of the privates is blue, faced with scarlet: that of the officers blue, gorgeously faced with gold lace. Although it was the first parade of the Company—at least in uniform—its appearance was perfectly military. Indeed, had we not known the fact, we would have thought that it must have been organized some time, so well did both horses and men go through many of the "evolutions and involutions." It speaks well for the spirit of our citizens. We wish to heaven we could only see just such a Volunteer Corps in every county in the State. Such a Company as the "Clarendon Guards," is an ornament in peace, and when war rears his horrid crest, it offers a defence which no money could purchase.

If the Guards would permit us, we would suggest that they should lose no time in getting up a suitable Band. There is nothing which enhances the effect of military display, so much as the accompaniment of good music.

Congress.

This body will meet in Washington, on Monday next, the 2d day of December.—Upon its action depends a great many questions of vital importance to the people of the whole Union.

Indeed we know not that there has assembled a Congress for the last fifteen or twenty years, upon which a greater amount of responsibility rested, than upon that body which is to meet next Monday. Several of the most delicate questions which can be brought before the Legislative body of any country, will have to be acted upon by the approaching Congress. All we can say at present, is, may the kindred spirits of patriotism and wisdom, hover over and guide it in all its deliberations.

The President's message to Congress, will be looked for with considerable interest. It is thought by many, that it will be one of the most important State papers which has ever emanated from the Executive. Probably we may receive it on Friday next. Should this be the case, we shall have it immediately put in type, when those who are desirous of obtaining copies of it, can do so at the "Journal Office," for 6 cents a copy.

FOREIGN.

ARRIVAL OF THE BRITANNIA—15 DAYS LATER FROM EUROPE.

The Royal Mail Steamer Britannia, capt Hewitt, left Liverpool on the 5th instant, and arrived at Boston the 21st, having made her passage in 16 1/2 days. By this arrival we have received Liverpool dates of the 5th and London to the evening of the 4th inst. The cotton market remained in a quiet state, with a fair demand from the trade, and with out any change in prices. Business in the manufacturing districts was remarkably good. Money was abundant.

The news does not present much interest in other respects.
From St. Jago.—By the Curlew, Capt. Crowell we learn that the disastrous gale of the 5th and 6th ult. passed over St. Jago without doing any damage. Accounts from Trinidad state that several houses had been blown down at that place, and that the shipping in port sustained considerable injury. The crops also suffered much. The American Consul died on the 6th October.

GOVERNOR'S MESSAGE.

To the General Assembly of North Carolina.

Gentlemen of the Senate and of the House of Commons:

Your biennial return to the seat of Government for the purposes of legislation, as the representatives of a free and happy people, is always an occasion of interest to the patriot, and one of gratitude to Him, whose kind providence directed our fathers in the paths of political wisdom, and cast our lots in this favored and happy land. May we not hope for a continuance of the same favors, by walking in the same paths, and devoutly asking of Him that guidance and purity of purpose which will lead to wholesome and wise legislation.

Many subjects of importance will engage your attention, but whether you deem this a proper time to act upon all of them, is a matter for your deliberate consideration.

PUBLIC FINANCES.

The condition of the public treasury should especially engage your attention. The appropriations made at the session before last, to discharge the debt due for building the Capitol, so far exhausted the public fund, that it was insufficient to meet the current expenses of the government; and the public Treasurer was directed to borrow of the Literary and Internal Improvement Boards what money might be needed to meet those expenses.

Reference to his report to the last Legislature and to his monthly settlements with the Comptroller, will show the amount of the Literary fund used by him, and the amount that was kept on hand for his use; as it was deemed better that the State should use these funds, than go elsewhere to borrow.

The current expenses of the State and the long session of the last Legislature, left the public treasury, at its rise, nearly or quite exhausted, except as to the funds belonging to the boards.

The last Legislature, aware of the condition of the Treasury, and being called upon to make provision to meet the payment of \$50,000 of the bonds of the Wilmington and Raleigh Rail Road falling due in Jan., 1843, and endorsed by the State, directed the Literary Board to redeem those bonds; and finding it necessary likewise to make provision to meet the interest falling due on the bonds of the Raleigh and Gaston Rail Road Company, endorsed by the State, and to raise funds to meet the current expenses of the State until the taxes of 1843 should be paid into the Treasury, authorized the Public Treasurer to borrow the sum of \$50,000 from one of the Boards or of the B. n. k. of the State; and, being likewise desirous to do something for the relief of the people, it directed the Literary Board to loan out its funds. At the time these requirements of the Board were made, it had less than \$50,000 in the Treasury, about \$100,000 in bonds upon individuals, and the balance of its funds in stocks and permanent securities.

The Literary Board, desirous to meet that high confidence manifested by the Legislature in their financial skill, pressed collections and with the cash in hand redeemed the \$50,000 of Rail Road bonds; and by the assistance of the funds of the board of Int'l Improvement, and those the Literary Board had been able to pay into the Treasury, the Public Treasurer was enabled to meet all demands at the Treasury, without borrowing elsewhere, notwithstanding \$50,000 of the bonds of the Wilmington and Raleigh Rail Road, which fell due in January, 1844, endorsed by the State, had to be paid by the Treasurer.

The Literary Board did not believe that it was intended by the Legislature that its stocks and other securities should be sold to raise a fund to be loaned to the people, and however much the Board regretted the disappointment so many were destined to experience (for applications for loans were very numerous), it was unable to avoid it and render the State, to which the Board owed its first duty, that aid which it needed.

It is evident, upon the slightest reflection, how embarrassing it is to the Boards charged with the management of the Literary and Internal Improvement funds, to be required to hold these funds subject to the requirements of the Public Treasury, and to be prevented from investing them in some profitable and permanent investment, whereby a large amount of interest is lost.

I therefore recommend that ample and permanent provision be made to supply the Public Treasury, and that whatever interest ought justly to be due to the two Boards, upon their funds kept in the Treasury for the public service, be paid over to the Literary Board, to go into the distribution fund for the use of "Common Schools."

RAIL ROADS.

As the embarrassments of the Treasury arise in part from the connexion of the State with our Rail Roads, it becomes a matter of absorbing interest to devise the means whereby their usefulness to the public may be continued, and the state at the same time sustain no detriment on account of her liabilities for these roads.

The difficulties under which these roads labor, arise from their indebtedness for their construction. The Wilmington and Raleigh Rail Road, including the sea route to Charleston, cost some two millions of dollars, while the stock paid in amounted to about thirteen hundred and fifty thousand dollars only, leaving the balance of the cost of construction a debt against the corporation, the interest of which absorbs a large portion of its receipts. So of the Raleigh and Gaston Rail Road. It cost about one million five hundred thousand dollars, while its stock paid in was only about six hundred and fifty thousand dollars, leaving the balance of its cost of construction a debt against the corporation, the interest of which absorbs all its receipts, after defraying the current expenses.

To aid these corporations the State, under acts of the Legislature, passed for the purpose, endorsed for the latter 800,000 dollars of its bonds, none of which are yet due, and for the former 300,000 dollars of its bonds, half of which have fallen due and been paid or redeemed—\$50,000 by the corporation itself; \$50,000 have been redeemed by the Literary Board, as directed by the Legislature; \$50,000 have been paid by the Public Treasurer; and \$50,000 continues to fall due each succeeding January, until all fall due; to meet which the Legislature must make provision in event the corporation fails to pay.

To secure the State against any loss upon these endorsements, deeds of mortgage have been executed, as required by the acts, upon all the property and effects of these roads. It is respectfully submitted to your wisdom to adopt such course, in relation to these roads, as will secure the public interest.

In regard to the Wilmington and Raleigh Rail Road, it should be remembered that the State is owner of \$600,000 of its capital stock, therefore, whatever course may be pursued, as to the State's liability upon its endorsement, due regard should be had to this stock; that it may be protected as far as possible, without involving the State in further difficulties. And further, the State being principal stockholder in the corporation, her honor requires that its debts should be paid, without any reference whatever to her mere legal liabilities. She holds a large portion of the stock; she holds

the road, steam boats and all its effects of value, under mortgage to indemnify her—and creditors must rely mainly on the liberality of the State to permit them to get their money from the corporation.

It is believed, from the success attending the operation of this road, notwithstanding its heavy losses by fire and at sea, that if indulged for a few years, it will be able to meet all its liabilities, and extricate itself from debt, at the value of its stock.

This indulgence, it is believed, may be easily given without any further risk to the State.

Already the Literary Board holds of the bonds of this corporation, endorsed by the State, as before stated, \$50,000; the State Treasurer holds \$50,000 more, paid for by him out of the funds of the same Board lying in the Treasury; and the Literary Board, by collecting in its debts, will be enabled to take up the other bonds, or, at least, the larger part of them, as fast as they fall due. And I doubt not the corporation would promptly pay the interest to procure indulgence on the principal, whereby it will be enabled to meet other liabilities which press, and sometimes embarrass, its operations.

The Literary fund should be in safe and certain investments. What safer or more certain investments could this fund have, than in these bonds? Safe, because the State is security, and has a mortgage upon property, costing more than two millions of dollars, to secure their payment; certain, because they yield semi-annually three per cent. interest; which does not fluctuate like the dividends of Bank Stock.

Should this course be adopted, the Board will be aided and relieved; the Literary Fund will have a safe and certain investment; and the State will be no further involved.

Whether you will adopt this or some wiser course, is submitted to your consideration. But whatever course is pursued, ample provision should be made to sustain the credit of the State, in every possible contingency.

In regard to the Raleigh and Gaston Rail Road, this work too was constructed, as before stated, mostly upon credit—the balance due for its construction, after exhausting the whole of the stock subscribed, amounting to a sum much larger than the whole stock.

This corporation having failed in January, 1843, to pay the interest due on its bonds endorsed by the State, the Public Treasurer promptly paid it, and preserved the faith of the State, and has continued to do so ever since. The amount thus paid will appear from his report.

A Bill in Equity has been filed according to the requirements of the acts authorizing the endorsement, to sequester the profits of the road to indemnify the State—and a receiver has been appointed. It is believed that the receipts of this road for years to come will be insufficient to keep it in repair and pay the interest upon its debt; consequently its debt must continue to increase. It is, therefore, respectfully submitted whether it would not be better for the stockholders, the State, and the public, that the road and its effects should be disposed of under the mortgage; so that whether it falls into the hands of the State or into the hands of a new set of stockholders, incorporated for the purpose—it may be disencumbered; for little doubt is entertained, that with even its present prospects, it will not only keep itself in repair, but will yield besides a considerable income.

Should you determine to take this course, such steps should be adopted as will be best calculated to enhance the value of the property. This course is due to the State to protect her against her liabilities—it is due to those individuals who voluntarily entered into bonds to the amount of \$500,000, to indemnify the State against her endorsement; and it is due to the stockholders to make the property, if possible, bring more than the amount of the debts due from the corporation: so that the stock may not be an entire loss. And, in connexion with this subject, I will respectfully refer you to the message submitted by myself to the last Legislature, relative to effecting a communication by rail road between this road and the several rail roads which terminate at Weldon, and to constructing a turnpike from Raleigh westward. These two improvements would greatly enhance the utility and value of the Raleigh and Gaston rail road, and I doubt not, would cause it to bring a much higher price.

Since the adjournment of the last Legislature, a portion of the Portsmouth and Roanoke rail road, within the limits of this State, was torn up and rendered impassable, by an individual claiming it as a purchaser, at a sale under an execution against the corporation, whereby the travel and transportation on the road were for a time obstructed. The legality of the course pursued by the purchaser has undergone judicial investigation, and the matter is now pending before the Supreme Court.

It is not my design to express or intimate an opinion as to the propriety or legality of the course pursued by the purchaser.

The interest which stockholders have in a corporation created for the public use and convenience, should be subject to their debts; and the property held by such corporation should be liable to its debts; but this interest and property should be reached by the creditor in such way as not to put the public to inconvenience, destroy the franchise, and defeat the object had in view by the Legislature in its creation. If there be no law to enable creditors to reach the interests of stockholders and the property of incorporations, without detriment to the public, such a law should be passed as will enable creditors to secure their debts, and, at the same time, secure to the public the benefit and convenience intended by creating the corporation.

INTERNAL IMPROVEMENTS.

Upon the subject of Internal Improvements, I respectfully invite your attention to the suggestions made in my message to the last Legislature. And, in addition to those suggestions, I will add that few rivers in the South are more susceptible of improvement for navigable purposes, and at a small expense, than the rivers in the lower part of our State.

It is true that for a portion of the year they are deficient in depth of water for navigation; but that may be easily remedied by the construction of dams and locks at those parts of the rivers where the water is of insufficient depth, as there is always water enough to keep the dams filled. There being but little descent in those rivers after leaving the great falls, usually found near the commencement of the alluvial region, but few dams would be requisite to make them permanently navigable.

Take the Cape Fear, for instance—I am not informed as to the descent of its channel below Fayetteville, but beginning at that point on the river which can, at all stages of the water, be reached by steamboats from Wilmington—and I think it very probable that a half dozen dams with locks of ten feet lift each, would render the river at all times navigable for steam boats to Fayetteville.

With a permanent steam boat navigation from our excellent port of Wilmington, to Fayetteville, and a good Turnpike from thence to some navigable point on the Yadkin, who can estimate the vast advantages to the State? Take the Neuse—already has a steamboat ascended it, in its present unimproved condition,

as far as Smithfield, within twenty-eight miles of Raleigh.

It is said, by those better acquainted with the river than myself, to be at all times navigable from Newbern, or within a short distance of Waynesborough; some fifty miles distant from Raleigh. Allowing a foot or two descent in every mile necessary to give to any stream a current, can doubt be entertained that eight or ten dams with locks of ten feet lift each, would give permanent steamboat navigation to the immediate vicinity of Raleigh?

Again, the course of this river in some places is extremely circuitous: after winding about for miles it returns to within a very short distance of its own channel. Across the isthmus at those points of approximation, short navigable canals might be cut, with locks at their lower terminations,—thus at once avoiding the expense of any dam—shortening the navigation, and overcoming whatever ascent there might be in the natural channel.

This improvement would give permanent steamboat navigation from Newbern to any point on the Neuse to which it might be carried; and the facility of navigation would be greatly increased by deadening the current and making it equal to slack water navigation. Boats of burthen could be easily towed by steamboats, or propelled by other power.

Immediately connected with this improvement of the Neuse, is another subject of importance altogether worthy of consideration. Our Harbour of Beaufort is believed to be equal, if not superior to any other on our coast, south of the Chesapeake.

In my last message I drew the attention of the Legislature to the propriety of pressing upon the attention of Congress the necessity of making a ship channel from Pamlico Sound to this Harbor; as well as the necessity and utility of opening a ship channel all, or near, Nag's Head, between the Albemarle Sound and the Atlantic Ocean.

I now invite your attention, likewise, to those subjects with a recommendation that you press their consideration upon the attention of the General Government.

But to the connexion between the navigation of the Neuse and Beaufort Harbour—whatever connexion there may be between Beaufort Harbour and Pamlico Sound, the freight boats on the Neuse cannot avoid themselves of its benefit.

Such craft as will navigate the river cannot live in stormy weather in the wide waters of the Neuse below Newbern, and of the Pamlico Sound. The river boats, therefore, will have to put their cargoes aboard of larger craft at Newbern to be taken to Beaufort. This transshipment is a desirable to avoid, and it is more than probable it can be avoided.

The section of country between Newbern and Beaufort, a distance of some forty or fifty miles, is comparatively a plain, but little elevated above the Neuse at Newbern, or the Ocean at Beaufort, with soil admirably adapted to the purposes of constructing canals. A canal may be cut from Beaufort to some point on the Trent and Neuse at or near Newbern, so as to avoid any wider waters that might make the navigation dangerous, and the river boats be locked into this canal, and thus deliver their cargoes from the upper country direct on ship board in one of the best Harbours of the Union.

The practicability of this improvement is unquestionable, if there be streams between these two points of sufficient magnitude and elevation to serve for feeders to the canal.—Upon this point I am not informed; but if there be not such streams, there is ample water of sufficient elevation in Lakes Ellis and Long lake to answer the purpose, which, by some additional expense, might be brought to the canal to supply it.

With good navigation from Beaufort to the vicinity of Raleigh, and a good Turnpike or Rail Road westward from that point, who can estimate its vast importance to this State? Whether this improvement be practicable, and what will be its costs, can be easily ascertained. The science of engineering is no longer an occult science, and its application no longer a mystic art. It is already reduced, in our country, to a common practical science of every day application.

Surveys and estimates can be made, and responsible persons can be found ready to undertake any enterprise and guarantee its execution for a stipulated sum. To undertake now a work of Internal Improvement is not, as heretofore, taking a leap in the dark. We only have to look before we leap, and then we can ascertain certainly what will be the result.

No doubt is entertained that a similar system of improvements by dams and locks upon the Tar and Roanoke rivers, will greatly improve their navigation.

For constructing the dams and locks no material can be cheaper and stronger than our long leaf pine, well weighed down with stone, and its durability, when constantly kept wet, sufficient for all practical purposes.

The views expressed in relation to these improvements are made rather with a hope that they may attract public attention and elicit public enquiry, than with the expectation that you will take any action upon the matter at this time, further than, it may be, to institute some inquiry to obtain information.

I have but little to add to the suggestions I made to the last Legislature relative to improvements in the middle and western parts of the State. They want good roads. Give them facility in getting to good markets, and their energy and industry will supply them with all they need.

THE ELECTION.

I was duly notified by the Sheriff of Davidson of the death of the Hon. Charles Brumwell, a member elect of that county to the House of Commons; and by the Sheriff of Caswell, of the death of the Hon. Levi Walker, a member elect from that county to the House of Commons; and by the Sheriff of Greene, of the death of the Hon. James Harper, a member elect from that county to the House of Commons; and by the Sheriff of Johnston, of the death of the Hon. Ransom Sanders, the Senator elect of that county to the present Legislature.

Writs of election have been issued to fill these vacancies. This extraordinary mortality among the members elect of the Legislature, so short a time, too, after their election, and the death of a distinguished citizen, late a candidate for the office of Governor of our State, and the death of several other candidates either during or immediately after their canvass, seems to appeal to you with great force upon the propriety of altering the time of holding the elections.

It is proper that candidates for public favor, should have an opportunity of visiting and seeing those whose confidence they seek; and that the voters should have an opportunity of judging of their qualifications.

But these opportunities should be afforded them at a time of the year when the heat and the fear of disease, before the election, and the dare not return to vote at the time at which it is now held. It is, therefore, respectfully recommended that the day of holding the elections, for the future be some time in the months of June or July.